

Fort Hays State University

FHSU Scholars Repository

Benjamin Franklin Collection

Cecil B. & Laura G. Currey Archive of Military
History

11-30-1769

Front page of the November 30, 1769 edition of The Pennsylvania Gazette

Benjamin Franklin 1706-1790

Follow this and additional works at: https://scholars.fhsu.edu/benjamin_franklin

Recommended Citation

Franklin, Benjamin 1706-1790, "Front page of the November 30, 1769 edition of The Pennsylvania Gazette" (1769). *Benjamin Franklin Collection*. 3.
https://scholars.fhsu.edu/benjamin_franklin/3

This Clipping is brought to you for free and open access by the Cecil B. & Laura G. Currey Archive of Military History at FHSU Scholars Repository. It has been accepted for inclusion in Benjamin Franklin Collection by an authorized administrator of FHSU Scholars Repository.

November 30, 1769.

NUMB. 2136.

The PENNSYLVANIA

G A Z E T T E

Containing the Freshest Ad-

vices, Foreign and Domestic.



Friends HALL and SELLERS,
THE following Observations on improving the Navigation of
Schuylkill, by Locks, Dams, &c. is to make it navigable
in the driest Seasons, being the Product of a few Leisure Hours, you are
requested to insert them in your Gazette, and you will oblige
Your FRIEND,

WHEN I reflect on the Wealth, Sagacity, and
Populousness of the English Nation, I am surpris-
ed that they have so long neglected to improve
their Inland Navigation, by cutting Canals,
and improving the small Rivulets; especially
as they exceed all Nations at this Period, in the Extent of their
Trade and Manufactures, many of which are made in the Heart
of the Island, and transported, at a great Expence, by Land to
their Sea-port Towns; this Expence would be greatly reduced by a
Water Carriage, and of Consequence they could afford those
Merchandise cheaper for it at foreign Markets. This, perhaps,
might give them some Advantage over their powerful Rival in
Commerce (France) in some particular Branches of their Manu-
factures, as it is the strongest Inducement for them to prefer the
English to French Goods.

It is not my Intention to expatiate on the manifold Advantages
that will accrue to a commercial People, by an Improvement of
their Inland Navigation, as a good Deal has been said already on
that Subject, in several judicious Pieces, published some Time
since in the several periodical Papers of this City, which must
convince us of their Utility; but I shall digress so far, as to men-
tion some irrefragable Evidences of the great Advantages that have
been derived from Canals, by those Nations who have had Expe-
rience of them; and who, for their wife internal Police, de-
serve our Imitation in many Respects.

The Egyptians, by a Multitude of Canals, and some artificial
Lakes, conveyed the River Nile through various Parts of their
Country; so as to drain and fertilize their Land, and to make the
Portage of their Ware cheap and easy; they were so fondly im-
bued thereby, that it induced one of their Kings to attempt to
open a Canal from the Mediterranean to the Red Sea, by which
a Passage would be had into the Pacific Ocean; but when he had
nearly accomplished it, a Fear seized him, that one of those Seas
was higher than the other, and that by opening a Communication
from them, he might overwhelm his Kingdom with an Inun-
dation of Water. Whether his Fears were well founded or
not, I shall leave to the Decision of our Philosophers; but this is
most certain, that had his Scheme been completed, the
East-west Trade to the East-Indies would have been rendered less
dangerous and expensive, than it is by the present Course.

China will be ever memorable for that magnificent Canal,
which extends 1500 Miles in Length, from their Capital to the
Sea; and for their prudent Oeconomy in the Management of all
their Streams and Rivulets, both in watering their Lands, and
extending their Commerce by Inland Navigation. It is this, in
a Measure, that enables them to sell their Manufactures so low,
that it is often our Affliction.

But, to give Infidians more modern, and nearer home, I may
mention, that of France, who exhibits a Influence of Industry,
and Contrivance, in Canals for Inland Navigation; the Canal
of Brive and Orleans, supply Paris with the Productions of
several Provinces, and the South of France, with the Cloths,
Woolen, and Camlets of Albi, Arles, Rouen, Sedan, &c.
Lille, from whence, by the same Conveyance, they furnish
the North of France with Provence Oils, Mustard, Wines,
dried Fruits, hard Ware, Paper, and other Merchandises of
the South. The Junction of the Somme with the Oise, opens
to Paris a ready Conveyance for the Grain of Picardy, and the
Sea Coal, Wood, Butter, Copper, and Spices of the Northern
Provinces of the Kingdom; and the Junction of the Ocean
with the Mediterranean, will ever do Honour to the Memory
of Louis the 14th, Colber his Minister, and to Rapier, the
Engineer, who conducted this amazing Work. But those in
England exceed any Thing of the Kind, as they have, at an im-
mense Expence, and incredible Labour, bid Defiance to the proud
Waves of the Ocean, and assigned Limits to their Progress.
There it is that we behold, in the Felicity and Affluence of
that People, the happy Effects of a most laudable Public Spirit,
and Policy in their Ancestors.

It is but lately that the English have been made sensible of the
great Improvement they might make of their Inland Navigation;
for the Canal, lately made by the Duke of Bedford, is the first
worth Notice in the Kingdom, and has in some Measure awak-
ened the Nation to their Importance.

Here I must not avoid expressing the Pleasure I feel, when I
contemplate that Emulation, which is manifested by my Fellow
Countrymen, to improve the Inland Navigation of this Province;
it would be adding one more Monument (and not the least bene-
ficial) to many already erected, of the good Sense and Patriotism
of the present Age of Pennsylvania; whose Public Works are
not equalled in North-America. But while I am thus dwelling
on the Importance of improving the Inland Navigation, I would
not willingly become an Enthusiast to it, so far as to forget the
Weakness, the Infancy of this Province, and to recommend any
Schemes which are impracticable; and as the cutting a Canal
from Chesapeake to Delaware Bay, improving the Navigation of
Schuylkill by Locks and Dams, frustrating and mending our Pro-
vincial Roads, has been the Subject of the Public's Deliberations
for some Time past; it would undoubtedly afford, to every Lover
of his Country, a sincere Satisfaction to see them accomplished;
as it would contribute greatly to the Increase of our Trade,
the Benefit of which is reciprocal to our Merchants, Farmers,
and Handicrafts, but the Performance of these several Schemes
is above the present Circumstances of this single Colony; for
when Enquiry is made of the Sum necessary to defray such Ex-
pence, it becomes obvious, that it is impossible to raise a sufficient
Fund for the Undertaking. I do not intend by these Reflections
to discourage that noble Ardour in my Fellow Countrymen for
such useful Undertakings, but I am desirous to direct it to Objects
within their Power, from whence an immediate Advantage will
accrue to this Province, and be under no Danger of any embar-
assing Restraints from another Legislature; that is, instead of
having in View at once, all three Projects of opening a Canal
from Delaware to Chesapeake Bay, improving the Navigation of
Schuylkill, and frustrating and mending our Provincial Roads, I
would recommend, that only such a Part should be undertaken at
this Time as is practicable, adequate to our Abilities, and from
which the greatest Number of our People will be benefited;
common Sense points this out to be the most rational Way for us
to proceed, and evinces, that to improve the Navigation of Schuyl-

kill, by Means of Locks, Dams, &c. is the most necessary and
expedient at this Time, and to amend our Roads; for should we
undertake to cut the Canal from Chesapeake to Delaware, we might
attempt what is above our Abilities, and thereby waste our Strength
in a prodigious Scheme, that would deprive us of the Means of ef-
fecting one more beneficial, yet less expensive.

Here a Question may arise with some, how a Fund is to be
raised to perform even this? To this I reply, that the Wisdom
of our Representatives is sufficient to contrive Ways and Means
for that Purpose; with them that Matter must result; what I
aim at is, to reconcile my Fellow Countrymen to that Project; if
I should be happy enough to accomplish it, I have no Doubt but
the Rest can and will be done, for the Prudence of our Represen-
tatives, has generally directed them to consult the Sentiments of their
Constituents, in every important Measure; and if they
should find this to be a desirable Object with the People, they
will undoubtedly endeavour to accomplish it.

But yet, for the Satisfaction of the Scrupulous, I will essay a
Scheme, whereby it will appear that a Fund may be raised by a
Toll, which in the Course of 20 Years will repay all the Ex-
pences of making Locks, Dams, &c. as proposed. For this
Purpose it is necessary to examine the present State of the Navi-
gation of that Creek, and compare it with the Prospect they
have of an increased Navigation, when improved as above.

I am told, there belongs to it at this Time thirty Boats; but
left I should exceed the Truth, I will say they have one Half that
Number, viz. fifteen, each of which may carry 300 Bushels of
Wheat, or other Produce equivalent, which is brought from about
Reading, at the Rate of Six-pence per Bushel by Water, but if
they have it brought by Land, they pay One Shilling and Six-pence
per Bushel; by this the former Advantage of Water Carriage is
made evident, and that One Shilling per Bushel it saved by it to the
Farmer, in Wheat, and all other Produce in Proportion; but as
they can only navigate the Creek at this Time when there is a
Fresh, we may therefore say the Boats perform only two Trips each
in a Year, and that very uncertain; this Uncertainty of Navi-
gation has prevented the Farmers, Millers, Iron-workers, &c. who
reside in the Neighbourhood of that Creek, from providing Boats,
either for their own or other Peoples Use; but should the Navi-
gation be made safe and certain, there can be no Doubt, but that the
People, bordering on that Creek, will avail themselves of the
former Advantage of Water Carriage; and the higher we go up
the River, they will reform farther; so that not only the great-
est Part of the upper End of Philadelphia County, but most of
Berks County, some Part of Chester County, the upper Part of Lan-
caster County, Part of Northampton, a very great Part of Cum-
berland, and the new settled Territory, which, in the whole, is
nearly equal to one third Part of the Province, which will be
likely to navigate that Creek, and as it is the most convenient
Tract for transporting the Goods, obtained by the Indian Trade,
the European Goods for Trade, and as the Country adjoining
about withstanding the Building, the Citizens may expect a larger
Supply than they have been informed there are at Bodies of Coal,
which lie near the Creek, at no great Distance above Reading; if
this is a Fact, it alone might induce the Citizens to forward the
Undertaking, as they may apprehend a Scarcity of Firewood in
Time, for we know our Farmers do not sufficiently attend to the
Increase or Preservation of their Timber.

From these Considerations, we may rationally conclude, that
when Schuylkill is improved in its Navigation, as it may be, by
Locks, Dams, &c. there will be twenty Boats belonging to it, for
one now; and each will perform many Trips in a Year, instead of
only two; so that we may suppose twenty times the Produce would
be transported down that Creek now; but, to be moderate in
my Estimate, I will only say one Half that Quantity; let us now
calculate the Saving in Carriage, that would be reaped by this
Scheme, and then we shall be able to affect a proper Toll on the
Freight.

Say fifteen Boats (the present Number employed) going twice
in a Year, each carrying Five Hundred Bushels, or equivalent to
it, at One Shilling saved per Bushel by Water Carriage, amounts
to £ 7500 0 0

Then say, the Navigation increased, by the proposed Improve-
ment, ten times what it is at present, this will occasion a Saving
of ten times the above Sum of Seven Hundred and Fifty Pounds,
which will amount to £ 75000 0 0

Suppose a Toll was laid of Three-pence per Bushel (which will
make the Freight amount to Six-pence, being only one Half of
what it costs to transport their Produce by Land) and at the above
Calculations, amounts to, in one Year, £ 1875 0 0

This multiplied by Twenty Years, will produce a Fund
equal to £ 37500 0 0

Which, added to what ought to be generously contributed by
those People who are most immediately interested in the Scheme,
will be nearly, if not wholly sufficient for completing the Navi-
gation, maintaining the Works in Repair, and collecting the
Toll; I believe this Estimate is under what may be produced by
such a Toll in that Time; but I chuse to err on the moderate
Hand. If a Sum equal to the above, was struck in Bills of
Credit, and that Toll mortgaged for the Payment of it, which
suppose it could not accomplish in Twenty Years, yet no essential
Injury would accrue to the Public; for the Toll, at a much greater
Sum is required for a circulating Medium of Trade.

When we consider the Saving to the Farmer, &c. in the Car-
riage of their Produce to Market, and add to this, that they will
be relieved from the Necessity of keeping so strong a Team as they
are now obliged to do, that they may bring their Produce to Phi-
ladelphia; for as the Distance they have to haul it will be less, a
fewer Number of Horses can perform it; therefore they may dis-
pose of their superfluous Horses, by which they will save the
Interest Money on their Cobs, and their Keeping; this will go a
good Way towards the Expence of the Toll; and as the Toll would
only when the Sum struck in Bills of Credit was diminished,
their Lads would be considerably increased in Value, and Lands
which lie 60 Miles Distance from this City, that have the Ad-
vantage of Water Carriage, would be of equal Value as Lands at
15 Miles Distance; that have not that Advantage; it would, in Ef-
fect, be removing those Lands that now lie 60 Miles off the City,
within 15; this Consideration alone ought to have sufficient
Weight to stimulate those Persons, who lie so far to be advantaged
by the Scheme, to unite their Endeavours for its Accomplishment;
particularly the Inhabitants of the Towns of Reading, and Pet-
tiscott, whose whole Situation they may expect great Advantages;
and I do admire at their former Neglect of so important a Mea-
sure, and cannot conclude without recommending an Application to
our Legislature to promote this salutary, and important Work,

which, if supported by a sufficient Number of Petitioners, I
should think it would not fail of Success, as it is equally the In-
terest of every Branch of our Legislature to promote it, as the
Proprietary Estate would be greatly improved thereby.

I am, with great Respect, your Friend
ANONYMOUS.

The COMMISSIONERS for paving the streets of this
city, &c. have requested our publishing the following extract
from an act of Assembly of this province, passed in February
last, intituled,

An ACT for regulating, pitching, paving and cleaning the high-
ways, streets, lanes and alleys; and for regulating, making and
amending the water courses, and common sewers, within the in-
habited and fortified parts of the city of Philadelphia; for raising
of money to defray the expences thereof, and for other purposes
therein mentioned.

AND be it further enacted by the authority aforesaid, that
if any person or persons shall hereafter set up or place
any sign, sign-post, board, pole or other device, or thing
whatsoever (except such persons as shall keep a public inn for
the entertainment of travellers, with their horses) to denote or
show his, her or their place of residence, or his, her or their
occupation or business, or the merchandise or things which he,
she or they, hath or have to dispose of, in any of the streets,
lanes or alleys of the city of Philadelphia, or which shall
extend from his, her or their dwelling, into the said streets,
lanes or alleys; or if any person or persons (except as is here
excepted) whom any sign, sign-post, board, pole or other
device, or thing aforesaid, already set up and placed in the
said streets, lanes or alleys, shall permit or suffer the same to remain set up and placed in the
said streets, lanes or alleys, or to extend into the same,
after the first Day of January next ensuing the publica-
tion of this act, every such person or persons, being thereof
legally convicted before any Justice of the peace of the said
city, shall forfeit and pay the sum of Five Pounds, to be paid
to the said commissioners, and by them to be applied to the
paving and cleaning the said streets; and the said commis-
sioners are hereby authorized, empowered and required, to take down
and remove all and every such sign, sign-post, board, pole or
other device, and thing aforesaid (except as is before excepted)
which they shall find so set up and placed in the said streets,
lanes or alleys, or extending as aforesaid into the same, after
the said first Day of January next ensuing. And the said commis-
sioners are hereby further authorized and empowered to re-
move, or cause to be removed, all manner of obstructions or
passage through the said streets, which they shall find remaining
in the same an unnecessary length of time.

Provided always nevertheless, that nothing herein contained,
shall be deemed, taken or construed, to prevent any person or
persons to set up or place any such sign, sign-board, pole or
other device, or thing aforesaid, against the walls of their
several dwellings, so that the same shall not project or extend
into the said streets, lanes or alleys, more than six inches.

TO BE LEFT,

A LARGE commodious wharf, situate in Swanston-street, in
the district of 3 waterside, having been a noted wharf for
landing of all kinds of lumber, and also very convenient for shipping
and receiving down vessels, formerly occupied by the Subscribers,
he has been the timber business, since which time the said wharf is
carried on by Mr. John Jones, with a good stable for two boats, a
chauff-boats, and a large commodious 3 story boath adjoining thereto.
Also to be left, a 3 story wharf, with a commodious wharf there-
unto belonging, situate in Swanston-street, in the district of Southwark,
known also to be very convenient for landing of all kinds of lumber,
and storing of goods, formerly occupied by the Subscriber, now by
Mr. Robert Knox, with good and convenient floors. At the request of
Mr. Robert Knox and John Jones are nearly expired, either or both
of said wharfs, with the buildings, may be covered up by the middle of
December next. Whoever inclines to rent either of the premises, may
know the terms, by applying to the Subscriber, living in Moyamensing,
ZACHARIAH NICHOLS.

RUN away, on the 4th of June last, from the Subscribers
in Lower Merion, Philadelphia County, an Irish servant
Man, named LAWRENCE DUNNING, about 34
Years of Age, middle Size, short black Hair, long Village, ge-
nerally walks in a Hurry; had on, when he went away, a
brown Cloth Jacket, homespun Shirt, Check Trowsers, good
Neats Leather Shoes, Brass Buckles, Felt Hat, &c. Whoever
takes up and secures said Servant, so that his Master may get
him again, shall have FORTY SHILLINGS Reward,
and reasonable Charges, paid by JOHN ROBERTS.

THE Creditors of George and John Kidd, are requested to
call on the Assignees, at the Store of MEASONS MILLERS,
for a second Dividend of said Kidds Effects, on Tuesday, the
Twelfth of December.

Philadelphia, November 25, 1769.
THOSE who have Demands on the Estate of WILLIAM
BROWN, late deceased, as also those who have cred-
ited James Bingham, Son of the Deceased, are desired immedi-
ately to bring in their Accounts to the Subscribers to be ad-
justed.
JOSEPH STAMPER, JOHN GIBSON.

To be SOLD, several Thousand Feet of good Cedar Boards,
well seasoned. Enquire of JOHN GIBSON.

AS taken up by the Subscriber, the latter end of Oc-
tober last, two Gray Heifers; the one being all white,
except her Ears and Nole, which are black, supposed to be three
Years old; the other red and white, supposed to be two Years
old. The Owners are desired to come to the said Subscriber,
living in Moreland Township, Philadelphia County, prove their
Property, pay Charges, and take them away.

DERICK KREWSON.

Bucks County, November 25, 1769.
BY Virtue of a writ to me directed, will be exposed to pub-
lic Sale, on the 13th Day of December next, at Two o-
Clock in the Afternoon, at the Dwelling-house of the Widow
Siddon, in Newtown, a certain Piece or parcel of Land, sit-
uate in the Township of Bristol, containing about 60 Acres,
with the Appurtenances, bounded by Lands of Daniel Thomp-
son, and others; like the Property of the aforesaid Thomp-
son; seized in Execution, and to be sold by
JOSEPH ELIZABETH, Sheriff.

[For more new Advertisements, see the Fourth Page.]